

*Wednesday.—Eighth Day.*—We may consider the trial of the Locomotive Engines virtually at an end. In consequence of the number of petty accidents which had occurred to the London engine, "The Novelty," the ingenious inventors, Messrs. Braithwaite & Erickson, (rather unadvisedly as we consider) took their engine to pieces after the performance of Saturday, and they only had the joints of the boiler pipe closed this morning. Every engineer knows the effect of a high pressure upon a green joint, but as the Novelty had been entered for this day's contest, the proprietor, determined upon starting. Accordingly, at one o'clock the engine set off, and performed about seven miles in a manner highly satisfactory, going at one time at the rate of twenty-four miles an hour, with its accustomed load, when the green joint of the boiler pipe gave way, as might have actually been expected, and the engine was obliged to stop. It is much to be regretted, that the Novelty had not been built in time to have the same opportunity of exercising that Mr. Stephenson's engine had, or that there is not in London, or its vicinity, any railway where experiments with it could have been tried. It will evidently require several weeks to perfect the working of the machine and the proper fitting of the joints, and under this impression, Messrs. Braithwaite and Erickson have acted wisely in withdrawing, as they have done, from the contest.

In the early part of the day, Mr. Stephenson's engine ascended the Rainhill inclined plane several times with heavy loads of passengers, and did this at a rate of twelve miles an hour; now, considering that the rate of ascent is 1 in 96, or upwards of a third of an inch in a yard, we consider the erection of fixed engines on that and the other inclined plane at Sutton, as quite out of the question.

The course is thus left clear for Mr. Stephenson, and we congratulate him with much sincerity on the probability of his being about to receive the reward of £500. This is due to him for the perfection to which he has brought the old-fashioned Locomotive engine; but the grand prize of public opinion is the one which has been gained by Messrs. Braithwaite and Erickson for their decided improvement in the arrangement, the safety, simplicity, and the smoothness and steadiness of a Locomotive Engine, and however imperfect the present works of the machine may be, it is beyond a doubt, and we believe we speak the opinion of nine-tenths of the engineers and scientific men now in Liverpool, that it is the principle and arrangement of this London engine which will be followed in the construction of all future locomotives. The powerful in-